



ROUTE 101 HOV WIDENING - ROUTE 12 TO STEELE LANE



ROUTE 101 HOV WIDENING

FINAL ENVIRONMENTAL ASSESSMENT and 4(f) Evaluation with Finding of No Significant Impact/ FINAL ENVIRONMENTAL IMPACT REPORT

This project is located within the City of Santa Rosa in Sonoma County
on Route 101 from State Route 12 to just north of Steele Lane

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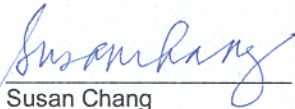
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Submitted Pursuant to: (Federal) 42 USC 4332(2)(C) and 49 USC 303 . .
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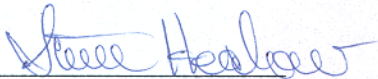
U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration, and
THE STATE OF CALIFORNIA
Department of Transportation



Susan Chang
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California Department of Transportation

Dec 29, 2003

Date of Approval



Gary N. Hamby
Division Administrator
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12-29-03

Date of Approval

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FINDING OF NO SIGNIFICANT IMPACT
and
SECTION 4(f) APPROVAL
for
Route 101 HOV Widening


This project adds High Occupancy Vehicle Lanes to U.S. Route 101 from State Route 12 to north of Steel Lane within the City of Santa Rosa in Sonoma County, California. A detailed description of the proposed project is outlined in the Environmental Assessment/Initial Study and Final Section 4(f) Evaluation dated December 2003.

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This Finding Of No Significant Impact is based on the attached Environmental Assessment, which has been evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

Based on the attached Final 4(f) Evaluation, the FHWA has concluded there is no feasible and prudent alternative to the use of 4(f) properties and the proposed action includes all possible planning to minimize harm to 4(f) properties resulting from such use.

The FHWA assumes responsibility for the accuracy, scope, and content of the attached Environmental Assessment and Final Section 4(f) Evaluation.

12/19/03
Date


For Gary N. Hamby
Division Administrator

Summary

S.1 Proposed Action

The California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA) are proposing a freeway improvement project on Route 101 in Sonoma County in the City of Santa Rosa. In order to reduce congestion and increase traffic circulation, the project proposes to widen Route 101 from four to six lanes (mostly in the median) between State Route (SR)-12 and immediately north of Steele Lane for the construction of high occupancy vehicle (HOV) lanes in each direction of travel. In addition, the proposed project includes interchange modification at the SR-12, College Avenue, and Steele Lane interchanges. The proposed project would decrease travel delays that are currently experienced between SR-116 in Cotati and River Road in Fulton during the busy AM and PM peak traffic periods. Other features of the proposed project include:

- On northbound Route 101, construct a collector-distributor road between SR-12 and the 3rd Street off-ramp on the outside (right hand side) of the existing roadway.
- Construct various auxiliary lanes between the interchanges to enhance freeway flow.
- Replace the three Santa Rosa Creek Bridge structures with wider structures.
- Replace the existing northern pedestrian overcrossing with a new pedestrian undercrossing at the Santa Rosa Creek Bridge consistent with the design of the City of Santa Rosa's Prince Memorial Greenway project.
- Construct a new City under crossing at 6th Street. Connect 6th Street as a four-lane local street between Morgan Street and Davis Street.
- Replace College Avenue and Steele Lane under crossings.
- Construct soundwalls at locations as recommended by the Caltrans Noise Study, where reasonableness and feasibility criteria are met and where soundwalls are desired by the affected property owners.

S.2 Other Proposed Actions in Project Vicinity

The following FHWA/Caltrans projects are located along either Route 101 or SR-12 in the general vicinity of the proposed project:

- HOV Widening Route 101 from Wilfred Avenue north to SR-12 (open to traffic in November 2002);
- Wilfred Avenue Interchange Improvements on Route 101;

- HOV Widening Route 101 from north of Steele Lane north to Windsor River Road;
- HOV Widening Route 101 from Old Redwood Highway north to Rohnert Park Expressway; and
- SR-12/Farmer's Lane Interchange Improvements.

S.3 Project Alternatives

Four road improvement alternatives and the No-Build were initially evaluated for the project. These are described in detail in Chapter 2 (Alternatives Analysis). The following is a brief overview of the alternatives evaluated during the course of this study:

- **No Build (No Project under CEQA) Alternative** – under this alternative, Route 101 would retain its present configuration and location. It would remain a four-lane freeway and no modifications to the interchanges would occur. Route 101 would receive only minor operational and safety improvements that would support the continuing operation of the existing freeway within the project area, when needed. The No Build Alternative would produce no immediate environmental impacts.
- **Proposed Alternative** – under this alternative, the proposed project would widen Route 101 from four to six lanes (mostly in the median) between SR-12 and immediately north of Steele Lane for the construction of HOV lanes in each direction. In addition, the proposed project would increase the capacity of the SR-12, College Avenue, and Steele Lane interchanges.
- **Alternative 1** – this is formerly known as the Full Build Out alternative from the earlier public workshop process. This alternative proposed widening Route 101 from four to six lanes with major operational improvements at 9th Street and College Avenue. The two additional lanes would be used as HOV lanes. This alternative reconfigured local access to allow for improved traffic flow on the freeway. However, as described in Chapter 2 (Alternatives Analysis), this alternative was eliminated from consideration after consultation with the City of Santa Rosa and the Sonoma County Transportation Authority (SCTA).
- **Alternative 2** – this is formerly known as the Project Study Report alternative from the earlier public workshop process. Like the proposed alternative, this alternative proposed widening Route 101 from four to six lanes for HOV lanes. This alternative would shift and realign Route 101 farther west between SR-12 and 3rd Street and would include grade separated ramps between SR-12 and northbound Route 101 and between northbound Route 101 and 3rd Street. However, this alternative and five related variations were eliminated from consideration after consultation with the City of Santa Rosa and/or the SCTA.
- **Alternative 3** – this is formerly known as the Depressed Freeway alternative from the earlier public workshop process. In response to a request from the Santa Rosa

City Council, Caltrans prepared a proposal to lower the level of Route 101 below the ground surface in downtown Santa Rosa. The proposed depressed freeway section would replace the existing elevated section of Route 101 between 3rd Street and College Avenue. Both open cut and fully covered freeway variations were considered. However, this alternative was eliminated from consideration after consultation with the City of Santa Rosa and the SCTA.

As a result of the alternatives analysis process, Alternatives 1 through 3 were eliminated from detailed environmental study either due to policy considerations or design/construction restrictions. Therefore, only the No-Build and the proposed project were selected for further detailed environmental study. The anticipated impacts and mitigation measures for both the No-Build and the proposed project are described in Chapter 3 (Affected Environment, Environmental Consequences, and Mitigation Measures) of this document.

S.4 Potential Environmental Consequences and Mitigation Measures

Table S-1 summarizes the potential impacts of and mitigation measures for both the No-Build and proposed project scenarios. Details for each environmental category are presented in Chapter 3 (Affected Environment, Environmental Consequences, and Mitigation Measures) of this document.

Table S-1. Summary of Potential Environmental Consequences and Proposed Mitigation Measures by Alternative

Potential Impacts	No-Build	Proposed Alternative	Proposed Mitigation Measures	See Section
Water Quality	No Impact	Decrease in groundwater reinfiltration, increased stormwater and pollutant runoff from increase in freeway surface	Bioswale and infiltration basins to maximize reinfiltration and to prevent or remove contamination	3.1.3.1 3.1.3.2
Floodplain Encroachment	No Impact	No Impact	None Required	3.1.2.3
Potential Hazardous Materials Sites	No Impact	Potential for aerially deposited lead and for petroleum contaminated sites	Sampling and analysis, followed by compliance with state and federal laws	3.3.3.1 3.3.3.2 3.3.3.3
Air Quality	No Impact	Potential construction related air pollutants and dust during construction; however, project conforms with State Implementation Plan and Carbon Monoxide (CO) comparison analysis meets air quality standards	Implementation of Caltrans Special Provisions and Standard Specifications to minimize construction related air pollutants and dust	3.4.3
Noise	No Impact	14 out of 20 noise receptors approach or exceed Leq (h) 67 dBA	Consideration of soundwall construction	3.5.2.4

Table S-1. Summary of Potential Environmental Consequences and Proposed Mitigation Measures by Alternative, cont.

Potential Impacts		No-Build	Proposed Alternative	Proposed Mitigation Measures	See Section
Total Wetlands and Waters of the U.S. area		No Impact	Less than one-twentieth of a hectare (one-tenth of an acre) temporary impacts to Waters of the U.S. during construction	Seasonal work windows, fish captures, and stream enhancements	3.6.2.1
Vegetation		No Impact	Removal of about 300 mature trees, 220 non-mature trees and various bushes, and shrubs; removal of Valley/Coast Live Oak woodlands is a concern	Caltrans would comply with California Senate Resolution No. 17 dealing with Valley/Coast Live Oak woodlands as well as provide replacement tree/bush/shrub plantings	3.6.3.2
Threatened and Endangered Species		No Impact	Potential impacts to listed salmonids in Santa Rosa Creek	Seasonal work windows, fish captures, and habitat enhancements	3.6.3.4
Consistent with Santa Rosa General Plan		Not Consistent	Yes, consistent with Santa Rosa General Plan	None Required	3.7.1.6
Business Displacements		No Impact	2 commercial businesses displaced	Implementation of Caltrans relocation assistance	3.7.3.1
Housing Displacements		No Impact	4 residential properties displaced	Implementation of Caltrans relocation assistance	3.7.3.1
Growth Inducement		No Impact	Not substantial	None Required	3.7.1.4
Agricultural Displacements		No Impact	No Impact	N/A	3.8
Farmland Converted	Prime	No Impact	No Impact	N/A	3.8
	Unique	No Impact	No Impact	N/A	3.8
Environmental Justice		No Impact	Presence of low income and minority and low income populations throughout study area	No disproportionate impact found	3.9.2.3
Utility Service Relocation		No Impact	Potential relocation of overhead electrical and telephone lines, and subsurface water pipes	Accommodated during design process	3.10.1.3
Visual/Aesthetics		No Impact	Removal of redwood trees, oleander, and pedestrian over crossing; soundwall construction	Replacement tree/bush/shrub plantings; lighting for new bike/pedestrian facilities; treatments to structures aesthetics	3.12.3
Cultural Resources		No Impact	No adverse effects on architectural historical resources	Any unexpected discovery will be addressed in consultation with State Historic Preservation Officer	3.13.3.1
Cumulative Impacts		No Impact	Not substantial	None Required	4.4.1

S.5 Areas of Potential Controversy

No areas of controversy were identified during project scoping or through the alternatives analysis and environmental assessment.

S.6 Issues To Be Resolved

Issues to be resolved before construction of the proposed project are listed below:

- Identification of areas for oak tree replacement, which is pending consultation with resource agencies.
- Final project design and approval.
- Right-of-way acquisition.
- Utility relocation.
- Agency permits and approvals.

S.7 Agency Permits and Approvals

A number of discretionary permits and approvals would be required for the proposed project, including:

- Streambed Alteration Agreement (Section 1601) from the California Department of Fish and Game;
- Nationwide Permits 14 and 33 for impacts to Wetlands or Waters of the U.S. under Section 404 of the Clean Water Act from the U.S. Army Corps of Engineers; and
- Section 401 Water Quality Certification or Waiver from the Regional Water Quality Control Board.

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List of Abbreviated Terms

AAQS	Ambient Air Quality Standards
ABAG	Association of Bay Area Governments
ACHP	Advisory Council on Historic Preservation
ACOE	U.S. Army Corps of Engineers
ADL	Aerially Deposited Lead
APE	Area of Potential Effect
ASC	Anthropological Studies Center, Sonoma State University
ASR	Archaeological Survey Report
BA	Biological Assessment
BAAQMD	Bay Area Air Quality Management District
BG	Block Group
BMP	Best Management Practice(s)
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
Caltrans	California Department of Transportation
CCAA	California Clean Air Act
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNDD	California Natural Diversity Database
CTC	California Transportation Commission
dB	Decibels
dBA	A-Weighted Sound Decibel Level
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EIS	Environmental Impact Statement
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
ft	foot/feet
HASR	Historic Archaeological Survey Report
HCS	Highway Capacity Software
HOV	High Occupancy Vehicle
in	inch(es)
IS	Initial Study
ISA	Initial Site Assessment
km	kilometer(s)
kp	kilometer post
Leq(h)	Hourly Equivalent Sound Level
LOS	Level of Service
m	meter(s)
MBTA	Migratory Bird Treaty Act
MCE	Maximum Credible Earthquake
mi	mile(s)
mm	millimeter(s)
MTC	Metropolitan Transportation Commission
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
NES	Natural Environmental Study

List of Abbreviated Terms

NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PM	post mile
PSR	Project Study Report
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCSD	Sonoma County Sheriff's Department
SCTA	Sonoma County Transportation Authority
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SMP	System Management Plan
sq ft	square foot/feet
sq m	square meter(s)
SR	State Route
SRFD	Santa Rosa Fire Department
SRPD	Santa Rosa Police Department
STIP	State Transportation Improvement Program
SWCA	Sonoma County Water Agency
SWDR	Storm Water Data Report
SWPPP	Storm Water Pollution Prevention Program
TASAS	Traffic Accident Surveillance and Analysis System
TCM	Traffic Control Measures
TNAP	Traffic Noise Analysis Protocol
TIP	Transportation Improvement Program
UGB	Urban Growth Boundary
U.S.	United States
USDOT	U.S. Department of Transportation
USGS	U.S. Geological Service
UST	Underground Storage Tank
WTP	Water Treatment Plant